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BOOK DEPARTMENT.

NOTES.

ONE OF THE LATEST short French histories is from the pen of Mr. George Burton Adams.* Into 345 pages the author condenses a very clear and fairly well balanced account of the development of the French nation from the time of the Frankish conquest to our own day. During the great part of this period the history of France was vitally connected with the history of Europe, and this fact has forced the writer to condense into even briefer space his account of things French in order to incorporate in his book some mention of the events of European importance, in the light of which French history is alone comprehensible. Considering the limitations which the treatment of the book imposed upon the author, this last volume is an excellent contribution to that class of literature which appeals to the superficial general reader rather than to the serious student.

M. GOMEL, WHOSE "History of the Financial Causes of the French Revolution" was so favorably received a few years ago, has added another volume† to his series, detailing the financial history of the Constituant Assembly during the year 1789. The chief contention of the author in this volume is that lack of able leadership was a more potent cause in bringing about the violent revolution which soon developed, than any of the circumstances which made some change in the political and social organization of France necessary. His sketch of the financial heresies which were rife in France during the first year of the Revolution adds very little to our knowledge of the period, but has the merit of bringing together in concise form much information that was widely scattered in other histories. The author's tone in criticising men and measures is perhaps a little too severe and does not take sufficient account of the trying times about which he is writing.

* *Growth of the French Nation*. By GEORGE BURTON ADAMS. Chautauqua Reading Circle Literature. Pp. 345. Price, \$1.50. Meadville: Flood & Vincent, 1895.

† *Histoire financière de l'Assemblée Constituante*. By CHARLES GOMEL. Vol. I, 1789. Pp. xxxv, 565. Paris: Guillaumin et Cie, 1896.

THE LATEST ADDITIONS to the convenient series, entitled *Petite Bibliothèque Économique*, are volumes containing biographical notices and extracts from the works of Quesnay and Léon Say. The first* is edited by M. Yves Guyot, and the last† by M. J. Chailley-Bert, the editor of the series. Like previous volumes these two works make no pretensions to originality. M. Guyot gives, in his "Introduction," a very complete account of Quesnay's life and writings and a very just estimate of his importance as an economist.

In addition to the well-known "*Analyse du tableau économique*" and "*Maximes générales*," he has reprinted Quesnay's less known essay on "*Le droit naturel*," which contains some hint of the general philosophical scheme which lay back of his economic system.

The selection of materials for the volume on Léon Say, a bibliography of whose writings covers twenty finely printed pages at the end of the book, offered a problem of greater difficulty. The editor has contented himself with reprinting five of Say's articles on public finance and summarizing the latter's views on other economic questions in his "Introduction." Born in 1826, Léon Say belonged to that group of statesmen who felt a personal responsibility for the success of the French Republic. It would be difficult to overestimate his services to France as citizen, statesman and author. In describing them M. Chailley-Bert is at once appreciative and critical. He writes as pupil and friend and not merely as a fellow economist. To American readers the last selection in the book, on the "tariff," will prove most interesting, since it contains an elaborate defence of free trade from a non-English point of view.

IN THE FIRST "*Rapport de l'Administration des Monnaies et Médailles*," the French government has published a document of interest to students of the monetary situation. The publication is in part a fulfillment of the terms of the treaty forming the Latin Union, one of whose articles provides that the French government shall publish from time to time documents relative to the production, commerce, coinage, etc., of the precious metals. Hitherto this duty has been somewhat neglected but in deference to the representations of the other governments and to the wishes expressed at the meeting of the International Statistical Institute in Berné in 1895, the French government has decided upon the issue of an annual report similar in many respects to the documents published by the director of the

* *Quesnay et la Physiocratie*. By YVES GUYOT. Pp. lxxix, 99. Price, 2 fr. 50. Paris: Guillaumin et Cie, 1896.

† *Léon Say; Finances publiques Liberté du Commerce*. By J. CHAILLEY-BERT. Pp. xlv, 280. Price, 2 fr. 50. Paris: Guillaumin et Cie, 1896.

United States mint. The distinguished economist, Mr. Alfred de Foville, is at present director of the French mint and this is a guarantee that the publications are to be placed upon a scientific basis. The present report, in three parts, deals with the monetary phenomena of France, of the other nations of the Latin Union, and finally with the other countries of the earth. Statistical tables occupy a large part of the work. After giving in great detail the statistics of France, we find for other nations a statement of the monetary system, of the coinage of recent years, the exportation and importation of the precious metals and so far as practicable their industrial and artistic consumption, and finally a valuation of the existing monetary stock. The final tables are a summary for the year of the facts given in the preceding tables. The author in his general tables draws largely upon the "Report of the Director of the Mint," though in the future the facts will be determined as they are for the year 1895, directly by the French office. The report is a valuable contribution to our knowledge of monetary conditions and will at once take a place for monetary students beside the publications of our own and the British mint.

THE REPORT OF THE United States Commissioner of Navigation for 1896* is a valuable document written in the vigorous style which has characterized previous reports. The Commissioner repeats the recommendation, so ably supported in last year's report, that vessels of foreign construction be admitted to American registry and suggests a Congressional committee to inquire into the effects of the present prohibition in keeping down our carrying trade on the Pacific. Great Britain and Japan are rapidly increasing their trade on the Pacific, while we seem to be making very little headway. Pending this Congressional inquiry, the Commissioner recommends that the act of May 10, 1892, in accordance with which the "Paris" and "New York" were admitted to American registry, be so modified as to permit other foreign-built ships of lighter tonnage and slower speed to be admitted to registration under the American flag. The Commissioner would place only three conditions upon the admission of foreign-built vessels: That an equivalent tonnage be constructed in American shipyards; that American ownership of the foreign vessel be established; and, that foreign-built ships thus admitted be prohibited from engaging in the coasting trade of the United States.

The Commissioner also renews his recommendation concerning the concentration of the various marine bureaus of the United States government, under the supervision of an Assistant Secretary of the

* *Report of the Commissioner of Navigation to the Secretary of the Treasury, 1896.* Pp. 233. Washington: Government Printing Office, 1896.

Treasury. At present, the Bureau of Navigation, the Marine Hospital Service, the Bureau of Immigration, the Light House Board, the Revenue Cutter Service, the Steam Boat Inspection Service and Life Saving Service are independent of each other and are under the supervision of three assistant secretaries of the Treasury. The result of this distribution is, that in many matters it is very difficult for the marine bureaus to co-operate because there is no single person short of the Secretary of the Treasury, through whom concurrent action can be secured.

The most prominent feature of the report is the extended argument made by the Commissioner against discriminating duties. The prominent place given to this question by the political conventions in seventeen states and by the National Republican Convention, induced the Commissioner to set forth as fully and as clearly as might be done, the arguments against the revival of such duties. The more important conclusions reached by the Commissioner, are: That "reciprocity has always been the policy of the United States," and that "discrimination was resorted to only in retaliation for discrimination by other nations against our shipping;" that "the increase in our shipping from 1789 to the war of 1812 was due to foreign wars and our position as a neutral power," that "our share in our own carrying trade from 1816 to 1831 remained practically the same, varying 2 or 3 per cent from year to year as does any commercial business;" that "our growth as a maritime nation was between 1820 and 1860 under the policy of reciprocity;" that "we increased our tonnage for foreign trade at more than double the rate at which Great Britain's tonnage increased; we increased our share of Great Britain's general carrying trade, while her own share was reduced; we controlled more than three-fifths of the direct carrying trade between the United States and Great Britain, we equaled Great Britain in tonnage built." The Commissioner contends that our present condition as a maritime power is due "in a large degree to the damage actually done to our foreign trade by the civil war, and to the refusal to allow 800,000 tons of American-built vessels, sold to foreigners during the war, to return to the land of their builders and their original flag." Among other causes cited, is the change from wooden vessels to iron and steel ones, which for a considerable period Great Britain could produce more cheaply than we.

The most important part of the appendix of the report is that in which the reciprocity articles of the treaties of the United States with foreign nations are given. The volume is one that does credit to the Bureau of Navigation and merits the careful perusal of every one interested in the promotion of the carrying trade of the United States.

THE REPORT OF THE Interstate Commerce Commission for 1896* contains an excellent review of the progress of federal regulation of railway transportation during a year marked by judicial decisions of exceptional significance. By the decision of the Supreme Court in the Import Rate Case, the Interstate Commerce Commission *vs.* the Texas & Pacific, announced March 30, 1896, the court refused to enforce an order of the Commission prohibiting the Texas & Pacific, and other companies, from charging a lower rate on imported than on domestic goods. The Commission greatly regrets this decision and believes it "opens the door to manifold and unjust abuses" that can be excluded only by an amendment to the Interstate Commerce Act.

The decision of the Supreme Court in the Social Circle Case, the Interstate Commerce Commission *vs.* the Cincinnati, New Orleans & Texas Pacific Railway Co., *et al.*, also rendered March 30, 1896, was hardly less important than the decision in the Import Rate Case, and likewise makes desirable an amendment to the act for the regulation of railroads. In one point the court strengthened the regulative power of the Commission by declaring that "line" as used in section four of the act refers to the continuous line formed by connecting carriers for the movement of interstate traffic and not to the several parts thereof owned by the individual carriers; but in another part of the decision the court overruled the contention of the Commission that it has not only the negative power of declaring a rate charged by a railroad to be unreasonable, but also the positive power of naming the rate that is reasonable. The language of the court was such, however, that the Commission still has hopes of establishing its power to fix maximum rates under the present act.† To place the power of the Commission beyond question it recommended that Congress amend the law and definitely give the Commission power to prescribe what is lawful in respect to "rates, fares, charges, facilities or practices."

By the decision of the Supreme Court, March 23, 1896, in the Brown Case, the ability of the Commission and the courts to compel witnesses to testify was fully established, and the power of the Commission to investigate made as complete as the framers of the act of 1887 intended.

To the discussion of these three decisions a third of the report is given. Another third of the report is occupied with a review of the work of the Commission during the year, ten pages being given to an account of its investigation of grain rates at Missouri River points.

* *Tenth Annual Report of the Interstate Commerce Commission*, December 1, 1896. Pp. 117. Washington: Government Printing Office, 1896.

† Cf. ANNALS, January, 1897, p. 107.

This investigation revealed the existence of many objectionable practices and discriminating rates, due for the most part to the conditions of competition under which the grain carrying was being done. The reorganized Western Traffic Association is now trying to terminate the worst forms of discrimination.

The report contains among other things of interest a discussion of railway associations and traffic agreements, and an outline of the organization and work of the railway departments for the relief and insurance of employes.

The four more important of the nine amendments that the Commission recommends Congress to make to the Interstate Commerce Law are (1) That the procedure of the courts in enforcing orders of the Commission shall be confined to the record made up of the testimony taken and proceedings had before the Commission; (2) That when the Commission, after giving the carriers concerned a full hearing, "has determined what is unlawful, it shall be its duty to prescribe what is lawful in respect to" rates, etc.; (3) That the Commission be given the power to prescribe a uniform classification of freight; and (4) That a cumulative fine be imposed on carriers that neglect to submit their annual report by September 15.

THE LAST VOLUME of the new revised edition of Villari's "Machiavelli" * has appeared. There are, as in the preceding volumes, few changes except in detail. Some new documents have been added in the appendix, notably some of the letters of Acciaiuoli, the representative of Clement VII and of Florence in France in the year 1526.

REVIEWS.

The Historical Development of Modern Europe from the Congress of Vienna to the Present Time. BY CHARLES M. ANDREWS, Associate Professor of History in Bryn Mawr College. Vol. I, 1815-1850, Pp. 457. Price, \$2.50. New York: G. P. Putnam's Sons, 1896.

The historian may, as Horace says of the poet, aim primarily either to please or to instruct his readers, for history may be conceived in two radically different ways. It may be looked upon as an account of the conspicuous and picturesque events of the past, with little regard to their real significance, or it may be viewed as the attempt to discern the fundamentally important, but often quite obscure and gradual movements that have made for progress. I do not know that I have ever seen so long an historical treatise as that of Dr. Andrews,

* *Niccolò Machiavelli e i suoi Tempi illustrati con nuovi Documenti.* By PASQUALE VILLARI, 2d Edition, revised and corrected by the author, Vol. iii, Pp. 578. Price of complete work, 15 lire. Milan: U. Hoepli, 1897.